plemented it for finding out the membership of each union. We have done it, Sir. Regarding secret ballot, I would say that the Ministry is not against it. There is a difference of opinion among the trade union. We cannot force the trade unions to accept it. Sir, the hon. Member has mentioned about the JNPT as to why there was a secret ballot. I do not know how these trade unions have come together and they are ready to accept the secret ballot to be implemented. So, we have implemented this because they accepted it. ...*(Interruptions)*...

SHRI JIBON ROY: Why did the trade unions implement their own system? ...*(Interruptions)*...

SHRI M. THAMBI DURAI: We cannot introduce it forcibly. It has to be followed by the trade unions. They have to come together. If they are ready to accept this present system, then we are ready to implement it. ...*(Interruptions)*...

SHRI NILOTPAL BASU: I knew that ...*(Interruptions)*...Whatever be the system, these unions have to be represented ...*(Interruptions)*... What are you going to do? ...*(Interruptions)*...

SHRI M. THAMBI DURAI: Sir, what can we do when all the trade unions accept it? *(Interruptions)*...

SHRI VAYALAR RAVI: The hon. Minister has referred to the JNPT. I believe that there was election to the Board also on the 25th of last month. There was a secret ballot for the labour representative to be elected to the Board of the JNPT. Is it true? And what is the result of that election? ...*(Interruptions)*...

SHRI M. THAMBI DURAI: Already there is a provision of secret ballot for electing the trustees of the unions. As far as result is concerned, ...*(Interruptions)*...

SHRI VAYALAR RAVI: No. There was a nomination by certain people for getting elected to the Board. There was ballot. Please find out. ...*(Interruptions)*...

SHRI M. THAMBI DURAI: I will find out and let the hon. Member know.

Lack of modern landing aids at airports

*283. SHRI PREM CHAND GUPTA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that due to inadequate landing aids, airlines/operators are losing crores of rupees due to diversions of flights; and

(b) if so, what action Government are taking to overcome this problem?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) and (b) A Statement is laid on the Table of the House.

Statement

(a) Landing aids are adequate for normal visibility conditions. However, during December, 1998 and January, 1999, because of heavy fog at Delhi and some other cities in the Northern Region, many flights had to be diverted causing financial loss to airline operators.

(b) Category-II precision approach and landing system has already been installed and commissioned at Indira Gandhi International Airport, Delhi in February, 1999. Further, it has been decided to upgrade this system to Category-IIIA level by November, 1999. It is also proposed to upgrade the Instrument landing System at Lucknow, Jammu and Amritsar airport to Category-II to enable aircrafts to land under comparatively poorer visibility conditions. Detailed guidelines have also been issued by Director General Civil Aviation to all the airlines prescribing the requirement for granting authorisation to pilots for undertaking the Category-II and Category-IIIA operations.

SHRI PREM CHAND GUPTA: Mr. Chairman, Sir, our airports are seriously deficient in facilities. They are dangerous and at one point of time the Delhi International Airport was declared one of

the most unsafe airports for landing. Sir, the recent crash of AN-32 is an example in this regard. The Government in its reply has stated that they have provided facilities for normal landing conditions. But, we are talking about the fog conditions. We have so many flights diverted and millions of passengers are put to trouble. The first part of my question is that when there is a colony, which has come up at the one end of the runway, then how would they provide leading lights, inner circles and outer circles? The AN-32 aircraft crashed because this colony has come up where these markers should have been.

SHRI ANANTH KUMAR: Sir, the recent crash of AN-32 had nothing to do with the landing facilities which we are providing at Runway Nos. 10 and 28 of the Delhi Airport. Secondly, Sir, our airports are safe with adequate landing facilities in normal weather conditions. We have provided INSCAT-I facility at more than 30 airports throughout the country for the purpose of providing better landing facilities.

SHRI PREM CHAND GUPTA: Sir, the AN-32 aircraft which crashed recently was asked to land from one end of Runway No. 10 where there were no facilities available. There are no inner markers and there are no outer markers. How can the Minister say that our airports are adequately safe?

SHRI ANANTH KUMAR: The 10 runway is fitted with the ILS Category-I. Once it is fitted with the ILS Category-I, It means, there is a glide path and localizer. Everything is fitted. Therefore, the aircraft has nothing to do with the ground facilities for landing.

DR. ARUN KUMAR SARMA: Sir, cancellation of flights in Delhi and at some other airports in the country, due to bad weather, is not a new phenomenon. As per the reply, the Instrument Landing System has been proposed to be installed at Delhi and at some other airports in the country. During the last winter—according to newspaper reports—we lost Rs. 1 crore per day. I want to know from the hon. Minister as to why the Civil Aviation Officer took years together in introducing the latest Category-III (a) facility, knowing full well that we are losing crores of rupees annually due to bad weather during the winter season.

The second part of my supplementary is, flights in ladakh region of Kashmir and some other hilly areas of the North-Eastern Regions, especially, Mizoram, Nagaland, Arunachal Pradesh and also Barak Valley, are mostly susceptible to bad weather cancellations. I want an assurance from the hon. Minister whether he will ensure installation of the latest ILF facility in the airports of the North-Eastern Region.

SHRI ANANTH KUMAR: Sir, even according the meteorological department, during the last winter, that is between December 1998 and January, 1999, we had the worst fog in the last three decades. The worst fog affected Delhi and some of the Northern airports. We lost, from December, 16 to December 31, 14 days with a loss of 150 hours of airwindow and in January, we lost 19 days out of 31 days. Because of this, the Indian Airlines had to incur a loss of Rs. 6.5 crores and Air India had to incur a loss to the tune of Rs. 3.34 crores. We have installed the Instrumentation landing System Category-I. On January 14, the hon. Home Minister of the country inaugurated Delhi part of modernisation of air traffic system between Mumbai and Delhi that is the ILS Category-II. But, the ILS Category-II became totally operational from February, 14 and we are taking steps for installation of the ILS Category-III (a), because there are three variants—Category-III (a), (b) and (c). At the first stage, we are going to have Category-III (a) by November, 1999. This is only the first part that is creating a landing equipment. But, with landing equipment, we require the ILS

equipment on board-aircraft-also. All our A 320s, A 300s, 747, 400s and A 310s are fitted with the ILS Category-I and Category-II. With that, the training to pilots is also required. We are starting our training. The Airbus is sending the instructors. They are instructing 19 of our instructors. They, in turn, will instruct the other pilots and the flight engineers who are 400 in number in the India Airlines and the Air India. It is a continuous process. We are confident and we have the target of completing the training to pilots by November. therefore, by that time, we will be operating Category-II operations.

Regarding the North-Eastern Region, wherever it is fog-bound, in all those places, we have installed the ILS Category-I. It is a continous process; to upgrade the landing facilities so as to make sure that no flights will get delayed or will get halted because of weather conditions.

DR. ARUN KUMAR SARMA: Sir, Hon'ble Minister has not answered my previous question about the installation of latest device in the North-East region.

SHRI ANANTH KUMAR: Sir, it is not a question of latest device. Actually, in normal weather conditions, it is 800 metres of minimum of runway visual range. Whereas, for category I, it is not less than 550 metres; for category II, it is not less than 350 metres; for category III(A) it is not less than 200 metres; for category III(B) it is not less than 75 metres; and for category III(C) it is zero metre. Sir, there are two critical components. One is runway visual range and the other is descent height. Where the pilot makes a decision to land, that is known as descent height. Sir, when the descent height is zero and the runway visual range is also zero, then it is category III(C) landing. Therefore, it is upgradation of the facilities from category I to category II and category III(A, (B) and (C). Sir, in our country, except some of the Northern airports and some airports of North-East, elsewhere because of the tropical situation it is not fog-bound. Even if it is fog-bound, it only for a few days. Therefore, we have to commensurate the cost benefit also while we undertake the entire facilitation of these things.

SHRI SANTOSH BAGRODIA: Sir, recently this ATC was on a go-slow. At that time, they have publicised. A number of times they have come to me also. They have said that the landing system is not functioning properly. That is why, the aircrafts are being delayed. We were worried that they are unsafe also. You have just now said that the landing facilities are absolutely safe; our airports are absolutely safe. Sir, I request the hon'ble Minister, through you, that let the ATC people, who are supposed to be experts, say that our airports are safe. That is one thing. Sir, the second thing, I want to know, from the hon'ble Minister, is which other airports will have Category (A) which will accept the zero visibility, due to fog? In which other airports you are going to introduce III(A) or III(B) or III(C) category? Is it being supplied by RAYTHEON because I understand earlier that this company has been supplying systems which are not functioning very well all over the world, including India.

SHRI ANANTH KUMAR: Sir, air traffic controllers went on a go-slow not in regard to the problems in the landing system, as they told the Press later. But they went on a go-slow agitation for the sake of their pay-related and service-conditions-related demands. Sir, the Director-General of Civil Aviation and the Airports Authority of India always conduct the calibration tests regarding the various facilities — facilities like landing facilities; facilities like navigation and route navigation facilities. They are the experts in this. Air traffic controllers only navigate the air traffic. Sir, in our country, 31 airports are fitted with ILS Category I system. Delhi is fitted with ILS Category II system. We want to upgrade the Delhi Airport with Category III(A) system. Sir, the world over, this fog and

snow-storms create problems. For the benefit of this House, I want to mention that on 3rd and 4th January, the John. F. Kennedy International Airport at New York got closed down for two days. Sir, as recent as on March 10th and 11th, the Washington D.C. Dulls International Airport got closed down for two complete days because of snow-storms and fog. Sir, this is the condition, even in international airports, like Heathrow and Frankfurt which are fitted-because of the weather conditions—with category III(C) Instrumentation Landing System; there also the flights get diverted because nature sometimes becomes invincible.

SHRI SATISHCHANDRA SITARAM PRADHAN: Sir, I congratulate the Minister for introducing the new system at the Delhi Airport and the Mumbai Airport. But there was a news item in "THE ASIAN AGE" of 15 Feb. 1999. It says:

> "Crucial flight data went missing at the Delhi airport on Saturday night. ....
>
> Data pertaining to aircraft status went blank, according to airport sources. ....
> one screen of the Raytheon radar froze, causing a "serious setback" to operations at the airport.
>
> "The Raytheon system was adopted by the AAI on January 1 this year. .... One-and-a-half months later, there is no proper communication system installed at the air traffic controllers' workplace. ....
>
> "The first, SSS direct system, has not been installed and instead a normal STD connection has been provided."

This is the fact. Because of these things, the system is not working properly, and the entire traffic is in doldrums.

I request the Minister to tell us what measures he wants to take in this regard. What has exactly happened? Were the instruments faulty? are the operators sabotaging them? I want to know this.

Thank you, Sir.

SHRI ANANT KUMAR: I appreciate the concern of the hon. Member. I thank him for complimenting the Government for providing the modern landing systems in Delhi and in Mumbai.

Actually, we have got some teething problems regarding the software of the radars. That teething problem is being negotiated. It is not regarding the landing or the flights. It is regarding identification of the ground vehicular movement. We are considering debugging of the software system. The Raytheon engineers are working on that. I think we will overcome that. Such teething probems are usual in such most modern operating systems. I want to inform the august House that this modern system is available only in a few of the international airports the world over.

SHRI SATISHCHANDRA SITARAM PRADHAN: Sir, all of a sudden, the entire data of the computer was missing. The radar was blank. That is a very serious problem. I want to know from the hon. Minister what it was.

SHRI ANANT KUMAR: There was only a failure of the stabilizer for a while, but all other tower equipment and ground equipment were working, and we overcame it.

DR. B.B. DUTTA: This Ministry has become, in fact, one of the most ill managed Ministries over the years. There is not a single example that we can cite, which bears a touch of vision, planning or imagination. We know that the salaries of the pilots have been hiked recently. Those who are intimately connected with the Airlines, say that if half of what has been given now were earlier, in time, we would not have lost 232 of our best pilots some of whom have left the country and joined foreign airlines. Recently, the Ministry has entered into an agreement with the Association to the effect that the Pilots will do three landings a day. In

fact, the pilots can do four landings a day. Is this the way to bring economy and effeciency and enhance productivity? When the Airlines is losing crores of rupees, we have to take care of that point also. We are buying equipments, but after their installation, we find that they become non-operational. Sir, I will give you a classic example.

SHRI ANANTH KUMAR: Mr. Chairman, Sir, is it a Short Duration Discussion on Civil Aviation Ministry or a Question Hour?

MR. CHAIRMAN: Kindly ask your specific questions. As a matter of fact, because of long questions and their wherewithals, we are not able to complete even a few questions.

DR. B.B. DUTTA: All right. Sir, I would like to know why after purchasing the precision radar landing system and after its installation it has remained out of operation for six long months at Srinagar Airport. I do not know whether it has now become operational or not, but, I would specifically like to know whether such instances are also there in other airports. That is they have bought the equipment, installed them and then they are not operational.

SHRI ANANTH KUMAR: First of all, I would like to say that this question is not related to the main question. But, I really compliment the bravery of the part of the hon. Member for objectively criticising the legacy about the vision and performance inherited in the Civil Aviation Ministry during the last few years. But, Sir, this state of affairs has not been found during the last one year.

Sir, we are recarpeting the Srinagar Airport. Therefore, we had changed our operation from Srinagar to Avantipur. The I.L.S. category one is functioning there. Sir, in a record time we have made it operational there.

Linkage by Internet Service Providers

*284. SHRI JANARDHANA POOJARY: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government have allowed Internet Service Providers (ISPs) to provide last mile linkage to the subscribers' premises;

(b) if so, the reasons therefor; and

(c) whether under the conditions of basic telecom licences this right was reserved for DoT/MTNL and one private operator in each circle?

THE MINISTER OF COMMUNICATIONS (SHRI JAGMOHAN): (a) and (b) Internet Service Providers (ISPs) are allowed to provide last mile linkage to the subscriber premises for internet services either by installation of fibre optic/ radio communication or leasing out the same from the basic service providers. This has been done with a view to:

(i) reducing the time of provisioning.

(ii) improving the reliability.

(c) No Sir. The scope of fixed telephone service to be provided by basic service providers covers switched telephony/transmission of voice or non-voice messages inclusive of Integrated Services Digital Network (ISDN) facilities over their Public Switched Telecom Network (PSTN) in real time only.

SHRI JANARDHANA POOJARY: Sir, this is a very serious matter. The question arises out of the charge made by the private sector telecom industry operators. They are saying that the Government has violated the conditions orginally agreed upon. They say that they are not in a position to pay the licence fee. According to reports the arrear of licence fee is about Rs. 3,700 crores. They say they have made a blunder by bidding a huge licence fee and they must be forgiven now. They have now put up a defence saying that they are not in a position to pay that amount, because the Government has violated the condition.